

From: Chris Nevers
To: Arvon Mitcham
Cc: Jim Snyder; Joel Ball; Stephen Healy
Subject: Re: Fw: Need some MY/CY 2008 highlights for the compliance report
Date: 01/29/2010 03:11 PM

BMW Mini Cooper EV certified in 2008
Looks like both Mercedes and BMW SCR diesels were indeed 2009 MY

▼ Mary Manners---01/29/2010 10:18:11 AM---I just included the highlights in case they were helpful. I'm open to any other ideas/input you guy

From: Mary Manners/AA/USEPA/US
To: Chris Nevers/AA/USEPA/US@EPA
Cc: Arvon Mitcham/AA/USEPA/US@EPA, Jim Snyder/AA/USEPA/US@EPA, Joel Ball/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA
Date: 01/29/2010 10:18 AM
Subject: Re: Fw: Need some MY/CY 2008 highlights for the compliance report

I just included the highlights in case they were helpful. I'm open to any other ideas/input you guys have.

▼ Chris Nevers---01/29/2010 09:31:30 AM---Although we may want to use some things from the cert highlight log, I do not think most of the thin

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Cc: Arvon Mitcham/AA/USEPA/US@EPA, Jim Snyder/AA/USEPA/US@EPA, Joel Ball/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA
Date: 01/29/2010 09:31 AM
Subject: Re: Fw: Need some MY/CY 2008 highlights for the compliance report

Although we may want to use some things from the cert highlight log, Deliberative Process / Ex. 5

Deliberative Process / Ex. 5

▼ Mary Manners---01/28/2010 06:22:21 PM---Hi Guys, I need some LD highlights for the 2008 compliance report. Ching-Shih provided me with the

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Cc: Stephen Healy/AA/USEPA/US@EPA, Chris Nevers/AA/USEPA/US@EPA, Jim Snyder/AA/USEPA/US@EPA, Joel Ball/AA/USEPA/US@EPA
Date: 01/28/2010 06:22 PM
Subject: Fw: Need some MY/CY 2008 highlights for the compliance report

Hi Guys,

I need some LD highlights for the 2008 compliance report. Ching-Shih provided me with the attached file but it needs to be turned into a short narrative...similar to the 2007 report which I copied below for your reference. Arvon, could you please coordinate the responses from everyone. Also, please note that this is time sensitive so if you could get me something in the next day or so, I would greatly appreciate it. Please let me know if you have any questions.

VI. Summary: 2007 Compliance Highlights

A. Light-Duty Highlights

In 2007, EPA continued its implementation of the stringent Tier 2 emission standards. For light-duty vehicles and smaller light-duty trucks, the Tier 2 NO_x fleet average standard of 0.07 g/mi was fully implemented. For larger light-duty trucks and medium-duty passenger vehicles, this was the last year that these vehicles could comply exclusively with the Interim Non-Tier 2 NO_x fleet average standard of 0.20 g/mi. Light-duty vehicles are now being certified at very clean levels, with most vehicles meeting the Tier 2 Bin 5 emissions requirements, with a significant compliance margin as well.

EPA also began implementing the new "5-cycle" fuel economy labeling requirements, which require manufacturers to measure fuel economy over five test cycles: city, highway, US06, SC03, and cold CO, compared to just the city and highway test cycles used in the past. These additional test cycles cover a broad range of vehicle operation, such as high speeds, aggressive accelerations, air-conditioning, and cold temperature. These conditions were not captured over the original two test cycles. The new 5-cycle requirements result in fuel economy label estimates that better reflect actual vehicle operation. City fuel economy estimates are reduced on average by 12 percent from the previous estimates, with some vehicles, such as hybrids, experiencing a reduction of up to 30 percent. Highway fuel economy estimates are reduced on average by 8 percent from previous estimates with some vehicles experiencing a reduction of up to 25 percent. EPA also began using a redesigned fuel economy label for all light-duty vehicles and trucks. The new label incorporates improved graphics and information that make the labels more consumer-friendly and useful.

EPA implemented new durability procedures for cars and light trucks. These procedures introduced new durability test cycles for aging vehicles and components. Each manufacturer must supply information to EPA on in-use performance. If the results are acceptable, EPA approves the manufacturer's durability process for that model year. Each manufacturer's durability process must be approved each year.

sensing a properly functioning catalyst even when the catalyst is missing or faulty. EPA considers oxygen sensor simulators to be illegal defeat devices under the CAA. OECA and the Department of Justice investigated, tested, and evaluated these devices, which were marketed by Casper's Electronics. In a settlement

EPA also implemented evaporative permeation requirements for motorcycles and ATVs. These were the first EPA permeation requirements for nonroad vehicles. These requirements reduce the amount of hydrocarbon vapor that permeates through plastic fuel tanks and rubber fuel lines.

EPA had several certification firsts. Certificates were issued for the first Tier 2 Bin 8 diesel vehicle (Mercedes-Benz E320 Bluetec) and the first heavy-duty vehicle compliant with the new stringent 2010 heavy-duty 0.2 g/mi NO_x emission standards (Dodge Ram 2500/3500 with the 6.7 liter Cummins engine). The Dodge Ram was also the first chassis-certified heavy-duty vehicle. EPA also published guidance describing certification procedures for light-duty vehicles and heavy-duty engines that use selective catalyst reduction technologies. Finally, EPA successfully tested the first four-wheel drive confirmatory test vehicle on the new EPA four-wheel drive dynamometer.

During 2007, light-duty vehicle manufacturers issued 48 emission-related recalls covering 3,024,236 vehicles. This was up from 42 recalls and 2.6 million vehicles in 2006.

BMW agreed to recall and fix 75,000 MY 2004 through MY 2006 X5 SUVs as a result of emission failures discovered in the program. IUVF testing showed high NO_x emissions. As a result, BMW agreed to recall the vehicles following the development of calibration changes to lower the emission levels.

After EPA intervention, Volkswagen agreed to provide extended catalytic converter warranties for 340,000 vehicles, including the MY 2001 through MY 2003 Golf, Jetta, and new Beetle models with 2.0 liter engines because of catalyst mat retention failures. The warranty was extended from the required eight years or 80,000 miles to 10 years or 100,000 miles.

OTAC played a key role in a landmark enforcement settlement involving the illegal sale of an aftermarket tampering device that interferes with a vehicle's OBD catalyst monitoring system. EPA discovered the devices, which are called oxygen sensor simulators. When installed, they trick the OBD catalyst monitor into

announced on July 10, 2007, Casper's was required to pay civil penalties, recall the devices, and stop selling them. Publicity about the settlement helped stop other marketers of these devices from selling them as well.